

Appendix O

Study Preferred Alternative Phasing



(This page intentionally left blank)

Segment	Location	Element	Need Priority 3 = High 2= Medium 1 = Low	Cost Level 3 = Low (<\$500k) 2= Medium (\$500k-\$5M) 1= High (>\$5M)	Ease of Implementation 3 = (0-5 yr) 2 = (>5- 10) 1 = (>10)	Total Score (Priority weighted 2x)	Recommended Phasing Order	Phasing Bundle	Project Need Met	Jurisdiction	Benefit	Issues and Risks	Notes
1	Burwell Street to 16th Street	•Convert northbound approach at Burwell Street to right-in right-out (RIRO) •TSP and updated traffic signal equipment for active traffic management options at Burwell Street, 6th Street, 11th Street, 13th Street, 16th Street	3	3	3	12	1	A	Corridor Reliability Access to Transit	City of Bremerton	•Provides flexibility for improved traffic operations and optimizing efficiency of existing roadway capacity	•Requires off-site control area with dedicated computer system and operator •Cost for operations and maintenance	•Active traffic management may require a systems engineering process as defined in the WSDOT Local Agency Guidelines Manual
2	16th Street to Sheridan Road	•TSP and updated traffic signal equipment for active traffic management options at Sheridan Road	3	3	3	12	1	A	Corridor Reliability Access to Transit	City of Bremerton	•Provides flexibility for improved traffic operations and optimizing efficiency of existing roadway capacity	•Requires off-site control area with dedicated computer system and operator •Cost for operations and maintenance	•Active traffic management may require a systems engineering process as defined in the WSDOT Local Agency Guidelines Manual
3	Sheridan Road to NE Riddell Road	•TSP and updated traffic signal equipment for active traffic management options at Sylvan Way, E Broad Street, Hollis Street, NE Riddell Road	3	3	3	12	1	A	Corridor Reliability Access to Transit	City of Bremerton	•Provides flexibility for improved traffic operations and optimizing efficiency of existing roadway capacity	•Requires off-site control area with dedicated computer system and operator •Cost for operations and maintenance	•Active traffic management may require a systems engineering process as defined in the WSDOT Local Agency Guidelines Manual •NE Furneys Road is a WSDOT signal that is managed by the City of Bremerton
4	NE Riddell Road to NE McWilliams Road	•TSP and updated traffic signal equipment for active traffic management options at NE Furneys Lane, NE Fuson Road, and NE McWilliams Road	3	3	3	12	1	A	Corridor Reliability Access to Transit	Kitsap County	•Provides flexibility for improved traffic operations and optimizing efficiency of existing roadway capacity	•Requires off-site control area with dedicated computer system and operator •Cost for operations and maintenance	•Active traffic management may require a systems engineering process as defined in the WSDOT Local Agency Guidelines Manual
2	Warren Ave Bridge	•Widen Warren Avenue Bridge to include 10' sidewalks on both sides •Manage lane widths on Warren Avenue Bridge with a minimum of 10.5' •Center barrier on Warren Avenue Bridge •Construct a 3' wide low-maintenance landscape or hardscape buffer between curb and sidewalk and widen sidewalks to 10' on east side of SR 303 from north of 17th Street to the Warren Avenue Bridge. •Update lighting on the structure for both roadway and active transportation users •Sidewalks at both north and south ends that are forward-compatible with long-term plan •Active transportation facility to connect to Lebo Boulevard on the north side of the bridge •Provide wayfinding for active transportation	3	1	2	9	1	B	Corridor Safety Ped/Bike Connectivity	City of Bremerton	•Provides safe width for cyclists and pedestrians to cross Port Washington Narrows to access higher density population area in the Eastside Employment Center and Olympic College •All active transportation facilities provide a key link for a fully functional bridge to bridge trail connection	•Cost •Constructability of the cantilever section •Optimizing existing bridge widths •Maintenance	•Warren Avenue Bridge improvements would include new decking material in response to recent potholes on the bridge that impacted traffic flow and reliability •Consider overlooks on either side of the bridge near the uphill end
OC	Off corridor	•Bicycle facilities south of the bridge between SR 303 and Park Avenue	2	1	2	7	1	B	Ped/Bike Connectivity	City of Bremerton	•Improves accessibility across corridor		•The bicycle connection between SR 303 and Park Avenue needs to be constructed after the Warren Avenue Bridge improvements •Appropriate lighting will be provided for active transportation facilities
OC	Off corridor	•Bicycle facilities on Almira Drive from Sylvan Way to NE Fuson Road, including roadway widening and stormwater improvements •Bicycles facilities on NE Fuson Road from SR 303 to Almira Drive	3	3	3	12	1	C	Ped/Bike Connectivity Acces to Transit	City of Bremerton Kitsap County	•Consistent with City Comprehensive Plan •Improves walkability within and between neighborhoods along the SR 303 corridor •Improves bicycle connectivity and improves its use as an alternative mode to driving •Improves accessibility to transit		•This phase can be completed independent of other projects on the SR 303 corridor •Additional outreach, design, and estimating are required for the final configuration for bicycle facilities on Almira Drive •Appropriate lighting will be provided for active transportation facilities •Consider providing bicycle facilities on Sylvan Way and NE Riddell Road between SR 303 and Almira Drive
All	All	•Develop a full corridor schematic using updated survey data	3	2	3	11	1	D	N/A	City of Bremerton	•Improves data accuracy to support updated impacts and cost estimates		•The City of Bremerton will seek Consultant support to survey the full corridor and develop accurate corridor schematics for use in the next steps of design
3	Dibb Street	•Build a mid-block pedestrian crossing north of Dibb Street and provide a pedestrian hybrid beacon and pedestrian refuge island	3	2	3	11	2	A	Corridor Safety Ped/Bike Connectivity Acces to Transit	City of Bremerton	•Reduces the distance between intersections for pedestrians to cross •Improves accessibility to and from transit stops •Improves safety for pedestrians •Provides an early benefit for people trying to access transit	•Cost and traffic impacts during construction •Lighting requirements •Impacts to right-of-way	•This phase would make a good grant package if combined with other mid-block crossings along the corridor •Early construction of the mid-block crossing will require re-work when channelization and sidewalk widening takes place in later phases •Appropriate lighting will be provided for active transportation facilities
1	6th Street to 11th Street	•Build a mid-block pedestrian crossing between 6th Street and 11th Street and provide a pedestrian hybrid beacon signal and pedestrian refuge island •Add bus stops near mid-block crossing	3	2	3	11	2	B	Corridor Safety Ped/Bike Connectivity Acces to Transit	City of Bremerton Kitsap Transit WSDOT	•Reduces the distance between intersections for pedestrians to cross •Improves accessibility to and from transit stops •Improves safety for pedestrians •Provides an early benefit for people trying to access transit	•Cost and traffic impacts during construction •Lighting requirements •Impacts to right-of-way	•This phase would make a good grant package if combined with other mid-block crossings along the corridor •Coordination with Kitsap Transit and WSDOT may be required for addition of bus stops •Appropriate lighting will be provided for active transportation facilities
3	Pearl Street	•Build a mid-block pedestrian crossing north of Pearl Street and provide a pedestrian hybrid beacon and pedestrian refuge island •Relocate bus stops to be near mid-block crossing	3	2	3	11	2	C	Corridor Safety Ped/Bike Connectivity Acces to Transit	City of Bremerton Kitsap Transit WSDOT	•Reduces the distance between intersections for pedestrians to cross •Improves accessibility to and from transit stops •Improves safety for pedestrians •Provides an early benefit for people trying to access transit	•Cost and traffic impacts during construction •Lighting requirements •Impacts to right-of-way	•This phase would make a good grant package if combined with other mid-block crossings along the corridor •Early construction of the mid-block crossing will require re-work when channelization and sidewalk widening takes place in later phases •Coordination with Kitsap Transit and WSDOT may be required for relocation of bus stops •Appropriate lighting will be provided for active transportation facilities

Segment	Location	Element	Need Priority 3 = High 2= Medium 1 = Low	Cost Level 3 = Low (<\$500k) 2= Medium (\$500k-\$5M) 1= High (>\$5M)	Ease of Implementation 3 = (0-5 yr) 2 = (>5- 10) 1 = (>10)	Total Score (Priority weighted 2x)	Recommended Phasing Order	Phasing Bundle	Project Need Met	Jurisdiction	Benefit	Issues and Risks	Notes
3	Hollis Street to NE Riddell Road	<ul style="list-style-type: none">•Build a mid-block pedestrian crossing between Hollis Street and NE Riddell Road and provide a pedestrian hybrid beacon and pedestrian refuge island•Relocate bus stops to be near mid-block crossing	3	2	3	11	2	D	Corridor Safety Ped/Bike Connectivity Acces to Transit	City of Bremerton Kitsap Transit WSDOT	<ul style="list-style-type: none">•Reduces the distance between intersections for pedestrians to cross•Improves accessibility to and from transit stops•Improves safety for pedestrians•Provides an early benefit for people trying to access transit	<ul style="list-style-type: none">•Cost and traffic impacts during construction•Lighting requirements•Impacts to right-of-way	<ul style="list-style-type: none">•This phase would make a good grant package if combined with other mid-block crossings along the corridor•Early construction of the mid-block crossing will require re-work when channelization and sidewalk widening takes place in later phases•Coordination with Kitsap Transit and WSDOT may be required for relocation of bus stops•Appropriate lighting will be provided for active transportation facilities
2	north of Warren Ave Bridge to south of Sheridan Road	<ul style="list-style-type: none">•Update lane striping along SR 303 to delineate active transportation facilities•Provide wayfinding for active transportation users•Underground utilities that would otherwise be obstructions in the sidewalks•Improve striping along Callahan Drive tunnel to show active transportation facility	3	2	3	11	3	A	Corridor Safety	City of Bremerton	<ul style="list-style-type: none">•Provides clear active transportation routes•Improves wayfinding for active transportation users•Improves safety by providing delineation for active transportation users	<ul style="list-style-type: none">•Operations and maintenance cost	<ul style="list-style-type: none">•This is an intermediate phase that would work to create a sense of corridor consistency between the south end of the bridge and Sylvan Way. This would be in place until the phases involving the Warren Avenue Bridge and Callahan Drive are complete.
3	south of Sheridan Road through Sylvan Way	<ul style="list-style-type: none">•Replace two-way left-turn lane (TWLTL) with 3’ – 5’ wide median with breaks at intersections. Provide a median break for southbound left-turn at Old East Bremerton High School entrance•Provide southbound u-turn at Sheridan Road•Provide northbound and southbound u-turns at Sylvan Way•Provide low-maintenance landscape or hardscape buffer between curb and sidewalk at various locations	3	1	3	10	3	B	Corridor Safety Economic Investment	City of Bremerton	<ul style="list-style-type: none">•Median provides early safety benefit by reducing unprotected left-turn movements to and from the center lane	<ul style="list-style-type: none">•Impacts to right-of-way•Coordination with property owners	
3	north of Sylvan Way to south of NE Riddell Road	<ul style="list-style-type: none">•Replace two-way left-turn lane (TWLTL) with 3’ – 5’ wide median with breaks at intersections. Provide median break for northbound left-turn south of NE Riddell Road•Provide northbound and southbound u-turns at Hollis Street	3	1	3	10	3	C	Corridor Safety Economic Investment	City of Bremerton	<ul style="list-style-type: none">•Median provides early safety benefit by reducing unprotected left-turn movements to and from the center lane	<ul style="list-style-type: none">•Impacts to right-of-way•Coordination with property owners	
4	north of NE Riddell Road through NE Fuson Road	<ul style="list-style-type: none">•Replace two-way left-turn lane (TWLTL) and center median with a new 3’ – 5’ wide median with breaks at signalized intersections•Reconfigure east leg of NE Furneys Lane to reduce pedestrian crossing distance. Add pork chop island for northbound right-turn lane.•Provide northbound and southbound u-turns at NE Furneys Lane•Provide northbound and southbound u-turns at NE Fuson Road	3	1	3	10	3	D	Corridor Safety Economic Investment	Kitsap County	<ul style="list-style-type: none">•Median provides early safety benefit by reducing unprotected left-turn movements to and from the center lane	<ul style="list-style-type: none">•Additional mitigation may be required to address environmental impacts not evaluated in this study	<ul style="list-style-type: none">•Design should consider ways to reduce pedestrian crossing distance across SR 303
1	Burwell Street to 6th Street	<ul style="list-style-type: none">•Remove center median between Burwell Street and 5th Street and replace with c-curb•Install pedestrian crossing treatment at 4th Street and 5th Street•Extend northbound left-turn lane at 6th Street	2	2	3	9	4	A	Corridor Safety Corridor Reliability	City of Bremerton	<ul style="list-style-type: none">•Removing the center median provides width for adding northbound lane without impacting right-of-way	<ul style="list-style-type: none">•4th Street and 5th Street are part of the designated bicycle route through Downtown Bremerton and cyclists would be required to use pedestrian crossing	<ul style="list-style-type: none">•Recommendation to remove the center median between Burwell Street and 6th Street to improve roadway capacity and throughput along SR 303. Additional improvements to ensure pedestrian and bicycle connectivity will be considered during the City's Joint Compatibility Transportation Planning effort.•Appropriate lighting will be provided for active transportation facilities
1	11th Street	<ul style="list-style-type: none">•Replace signal at 11th Street with a 2-lane roundabout including pedestrian crossings at all four quadrants	3	1	2	9	4	B	Corridor Safety Corridor Reliability	City of Bremerton	<ul style="list-style-type: none">•Roundabouts reduce crash severity, improve pedestrian safety, and provide a sustainable solution for traffic control	<ul style="list-style-type: none">•Impacts to right-of-way•Modification to access•Public education required•Cost•Moderate traffic interruption during construction•Additional mitigation may be required to address environmental impacts not evaluated in this study•Design will need to address cross slopes on west leg to meet ADA standards	<ul style="list-style-type: none">•Design should support and include all City of Bremerton active transportation planning improvements•Design should value engineer the roundabout to reduce impacts to right-of-way•Traffic analysis shows existing traffic operations would improve from implementation of a roundabout. As traffic demand grows in the future the roundabout would continue to provide operation and safety benefits.•This roundabout meets City concurrency requirements
OC	Off corridor	<ul style="list-style-type: none">•Bicycle facilities from Callahan Drive to Cherry Avenue using lower Wheaton Way, Spruce Avenue, and E 30th Street•Build a mid-block pedestrian crossing at Sheridan Road and Spruce Avenue	2	3	2	9	5		Ped/Bike Connectivity	City of Bremerton	<ul style="list-style-type: none">•Improves walkability within and between neighborhoods along the SR 303 corridor•Improves bicycle connectivity and improves its use as an alternative mode to driving•Improves accessibility to transit	<ul style="list-style-type: none">•Impacts to right-of-way•Permitting	<ul style="list-style-type: none">•The City Comprehensive was recently updated to include bicycle facilities on both Cherry Avenue and lower Wheaton Way as part of the Eastside Employment Center project•Continued coordination with the Eastside Employment Center project request to realign Wheaton Way with Spruce Ave and a potential realignment of bicycle route to that corridor.•Appropriate lighting will be provided for active transportation facilities
OC	Off corridor	<ul style="list-style-type: none">•Bicycle facilities on Callahan Drive from SR 303 to lower Wheaton Way using existing tunnel under SR 303	2	2	2	8	5		Ped/Bike Connectivity	City of Bremerton	<ul style="list-style-type: none">•Consistent with City Comprehensive Plan•Improves walkability within and between neighborhoods along the SR 303 corridor•Improves bicycle connectivity and improves its use as an alternative mode to driving•Improves accessibility to transit	<ul style="list-style-type: none">•Maintaining the tunnel under SR 303	<ul style="list-style-type: none">•Bicycle facilities on Callahan Drive should move forward as funding becomes available•Appropriate lighting will be provided for active transportation facilities
OC	Off corridor	<ul style="list-style-type: none">•Provide 10’ wide sidewalks at the following locations: oSR 303 to Almira Drive using NE 32nd Street through Old East Bremerton High School, connecting near Dibb StreetoWheaton Way Transit Center to Pine Road NE using NE Normandy Drive or NE Roswell Drive to access Clogston Avenue NE.	2	1	2	7	5		Ped/Bike Connectivity Acces to Transit	City of Bremerton	<ul style="list-style-type: none">•Consistent with City Comprehensive Plan•Improves walkability within and between neighborhoods along the SR 303 corridor•Improves bicycle connectivity and improves its use as an alternative mode to driving•Improves accessibility to transit	<ul style="list-style-type: none">•Impacts to right-of-way•Permitting•Additional mitigation may be required to address environmental impacts not evaluated in this study	<ul style="list-style-type: none">•Sidewalks through neighborhoods should move forward as funding becomes available•Need agreement with private property owner to finalize the sidewalk through neighborhood to Wheaton Way Transit Center•Appropriate lighting will be provided for active transportation facilities

Segment	Location	Element	Need Priority 3 = High 2= Medium 1 = Low	Cost Level 3 = Low (<\$500k) 2= Medium (\$500k-\$5M) 1= High (>\$5M)	Ease of Implementation 3 = (0-5 yr) 2 = (>5- 10) 1 = (>10)	Total Score (Priority weighted 2x)	Recommended Phasing Order	Phasing Bundle	Project Need Met	Jurisdiction	Benefit	Issues and Risks	Notes
OC	Off corridor	<ul style="list-style-type: none">•Construct a paved active transportation facility from Cherry Avenue to Almira Drive•Bicycle facilities on Almira Drive from Cherry Avenue to Sylvan Way	2	2	2	8	5		Ped/Bike Connectivity	City of Bremerton	<ul style="list-style-type: none">•Consistent with City Comprehensive Plan•Improves walkability within and between neighborhoods along the SR 303 corridor•Improves bicycle connectivity and improves its use as an alternative mode to driving•Improves accessibility to transit	<ul style="list-style-type: none">•Impacts to right-of-way•Permitting•Additional mitigation may be required to address environmental impacts not evaluated in this study	<ul style="list-style-type: none">•The bicycle connection from Cherry Avenue to Sylvan Way can be completed independent of other projects on the SR 303 corridor. Consider constructing this phase at the same time as any pedestrian improvements proposed as part of the Eastside Employment Center project.•Additional outreach, design, and estimating are required for the final configuration for bicycle facilities on Almira Drive•Appropriate lighting will be provided for active transportation facilities•Consider providing bicycle facilities on Sheridan Road between SR 303 and Spruce Avenue
1	13th Street to Warren Avenue Bridge	<ul style="list-style-type: none">•Close 18th Street southbound ramp access•Extend northbound left-turn lane storage at 16th Street to 275 feet•Underground utilities that would otherwise be obstructions in the sidewalks•Complete sidewalk connection from south end of Warren Ave Bridge to existing sidewalk south of 18th Street•Widen sidewalk to 10’ on west side of SR 303 between 13th Street and Warren Avenue Bridge•Relocate northbound and southbound bus stops closer to 13th Street intersection	3	1	2	9	6		Corridor Safety Corridor Reliability Ped/Bike Connectivity	City of Bremerton	<ul style="list-style-type: none">•Closing the 18th Street southbound ramp access improves safety by removing a conflict point and weaving•Extending the northbound left-turn lane at 16th Street accommodates demand, including transit vehicles, and prevents northbound left-turns from queuing into the northbound thru lane	<ul style="list-style-type: none">•Impacts to right-of-way	<ul style="list-style-type: none">•Consider closure of 18th Street ramp and realignment of traffic to 16th Street through continued coordination with neighborhood, Olympic College, WSDOT, and the City of Bremerton•Consider adding a barrier or buffer between the existing sidewalk and the traveled way for pedestrian comfort on the east side of Warren Ave. Also consider raising the height of the curb and sidewalk for improved drainage and delineation•Appropriate lighting will be provided for active transportation facilities
3	Sheridan Road to Sylvan Way	<ul style="list-style-type: none">•Construct northbound business access and transit (BAT) lane from 500’ south of the Callahan Drive intersection to Sylvan Way (ultimately extends north to Hollis Street)•Construct a 6’ wide low-maintenance landscape or hardscape buffer between curb and sidewalk and widen sidewalks to 10’ on both sides of SR 303.•Underground utilities that would otherwise be obstructions in the sidewalks	2	1	2	7	7		Ped/Bike Connectivity Acces to Transit	City of Bremerton Kitsap Transit	<ul style="list-style-type: none">•The BAT lane will provide transit with a queue bypass to travel through intersections with less traffic and help maintain travel time reliability•Widening sidewalks and undergrounding utilities improves safety and access for pedestrians and bicyclists	<ul style="list-style-type: none">•Impacts to right-of-way would require negotiation for partial for full takes•The BAT lane would require education about transit queue jumps and possible enforcement•Additional mitigation may be required to address environmental impacts not evaluated in this study	<ul style="list-style-type: none">•It is assumed that Kitsap Transit funding is available for construction of the BAT lane•Design should support and include all City of Bremerton active transportation planning improvements•Appropriate lighting will be provided for active transportation facilities
1	Burwell Street to 13th Street	<ul style="list-style-type: none">•Underground utilities that would otherwise be obstructions in the sidewalks	1	1	1	4	8	A	Ped/Bike Connectivity	City of Bremerton	<ul style="list-style-type: none">•Undergrounding utilities improves safety and access for pedestrians and bicyclists		<ul style="list-style-type: none">•Design should support and include all City of Bremerton active transportation planning improvements
3	Sylvan Way to NE Riddell Road	<ul style="list-style-type: none">•Construct northbound business and access transit (BAT) lane from Sylvan Way to Hollis Street where it terminates as a right-turn only lane•Construct a 6’ wide low-maintenance landscape or hardscape buffer between curb and sidewalk and widen sidewalks to 10’ on both sides of SR 303.•Underground utilities that would otherwise be obstructions in the sidewalks	1	1	1	4	8	B	Ped/Bike Connectivity Acces to Transit	City of Bremerton Kitsap Transit	<ul style="list-style-type: none">•The BAT lane will provide transit with a queue bypass to travel through intersections with less traffic and help maintain travel time reliability•Widening sidewalks and undergrounding utilities improves safety and access for pedestrians and bicyclists	<ul style="list-style-type: none">•Impacts to right-of-way would require negotiation for partial for full takes•The BAT lane would require education about transit queue jumps and possible enforcement•Additional mitigation may be required to address environmental impacts not evaluated in this study	<ul style="list-style-type: none">•It is assumed that Kitsap Transit funding is available for construction of the BAT lane•Design should support and include all City of Bremerton active transportation planning improvements•Appropriate lighting will be provided for active transportation facilities
2	north of Warren Avenue Bridge to Sheridan Road	<ul style="list-style-type: none">•Construct a new roundabout intersection at Callahan Drive/Clare Avenue•Repurpose tunnel along Callahan Drive to be an active transportation undercrossing•Construct northbound business access and transit (BAT) lane from north of Warren Ave Bridge to connect with previously constructed BAT lane•Include northbound transit signal queue jump at Callahan Drive intersection•Construct 3’ wide median•Provide curb and gutter, a 6’ wide low-maintenance landscape or hardscape buffer, and 10’ sidewalks on both sides of SR 303 from north of Warren Avenue Bridge to Sheridan Road•Underground utilities that would otherwise be obstructions in the sidewalks	1	1	1	4	9	A	Corridor Safety Corridor Reliability Ped/Bike Connectivity Economic Investment Access to Transit	City of Bremerton Kitsap Transit WSDOT	<ul style="list-style-type: none">•A new intersection at Callahan Drive is beneficial to the Eastside Employment Center•The BAT lane will provide transit with a queue bypass to travel through intersections with less traffic and help maintain travel time reliability	<ul style="list-style-type: none">•Operations and maintenance cost•Additional mitigation may be required to address environmental impacts not evaluated in this study	<ul style="list-style-type: none">•Design should support and include all City of Bremerton active transportation planning improvements•Design should value engineer the roundabout to reduce impacts•It is assumed that Kitsap Transit funding is available for construction of the BAT lane•Further coordination with WSDOT and Kitsap Transit will outline when the transit signal queue jump would be beneficial and how it would be managed•Consider an active transportation undercrossing on the west leg of the new roundabout and provide connections to the west side of SR 303 and the active transportation undercrossing along Callahan Drive•Appropriate lighting will be provided for active transportation facilities
3	NE Riddell Road	<ul style="list-style-type: none">•Replace signal at NE Riddell Road with a 2-lane roundabout including pedestrian crossings at all four quadrants	1	1	1	4	9	B	Corridor Safety Corridor Reliability	City of Bremerton	<ul style="list-style-type: none">•Roundabouts reduce crash severity, improve pedestrian safety, and provide a sustainable solution for traffic control	<ul style="list-style-type: none">•Impacts to right-of-way•Modification to access•Public education required•Cost•Moderate traffic interruption during construction•Additional mitigation may be required to address environmental impacts not evaluated in this study	<ul style="list-style-type: none">•Design should support and include all City of Bremerton active transportation planning improvements•Design should value engineer the roundabout to reduce impacts to right-of-way
4	NE Riddell Road to NE Fuson Road	<ul style="list-style-type: none">•Provide curb and gutter, a 6’ wide low-maintenance landscape or hardscape buffer, and 10’ sidewalks on both sides of SR 303•Underground utilities that would otherwise be obstructions in the sidewalks	1	1	1	4	10		Ped/Bike Connectivity	Kitsap County	<ul style="list-style-type: none">•Sidewalks improve walkability and safety	<ul style="list-style-type: none">•Impacts to right-of-way•Possible environmental issues and mitigation required at some locations due to widening•Additional mitigation may be required to address environmental impacts not evaluated in this study	<ul style="list-style-type: none">•Design should support and include all Kitsap County active transportation planning improvements•Appropriate lighting will be provided for active transportation facilities
4	NE Fuson Road to NE McWilliams Road	<ul style="list-style-type: none">•Provide southbound and northbound u-turns at NE McWilliams Road•Provide curb and gutter, a 6’ wide low-maintenance landscape or hardscape buffer, and 10’ sidewalks on both sides of SR 303•Underground utilities that would otherwise be obstructions in the sidewalks	1	1	1	4	11		Ped/Bike Connectivity	Kitsap County	<ul style="list-style-type: none">•Sidewalks improve walkability and safety	<ul style="list-style-type: none">•Impacts to right-of-way•Possible environmental issues and mitigation required at some locations due to widening•Additional mitigation may be required to address environmental impacts not evaluated in this study	<ul style="list-style-type: none">•Design should support and include all Kitsap County active transportation planning improvements•Design should consider ways to reduce pedestrian crossing distance across SR 303•Appropriate lighting will be provided for active transportation facilities

Segment	Location	Element	Need Priority 3 = High 2= Medium 1 = Low	Cost Level 3 = Low (<\$500k) 2= Medium (\$500k-\$5M) 1= High (>\$5M)	Ease of Implementation 3 = (0-5 yr) 2 = (>5- 10) 1 = (>10)	Total Score (Priority weighted 2x)	Recommended Phasing Order	Phasing Bundle	Project Need Met	Jurisdiction	Benefit	Issues and Risks	Notes
5	NE McWilliams Road to NE Fairgrounds Road	•Provide curb and gutter, a 6' wide low-maintenance landscape or hardscape buffer, and 10' sidewalks on both sides of SR 303	2	1	1	6	12	A	Ped/Bike Connectivity	Kitsap County	•Sidewalks improve walkability and safety	•Impacts to right-of-way •Possible environmental issues and mitigation required at some locations due to widening •Additional mitigation may be required to address environmental impacts not evaluated in this study	•Design should support and include all Kitsap County active transportation planning improvements •Appropriate lighting will be provided for active transportation facilities
5	NE Bentley Drive	•Replace signal at NE Bentley Drive with a 2-lane roundabout including pedestrian crossings at all four quadrants	1	1	1	4	12	B	Corridor Safety Corridor Reliability	Kitsap County Kitsap Transit	•Roundabouts reduce crash severity, improve pedestrian safety, and provide a sustainable solution for traffic control	•Impacts to right-of-way •Modification to access •Public education required •Cost •Moderate traffic interruption during construction •Additional mitigation may be required to address environmental impacts not evaluated in this study	•Kitsap County prefers to move forward with the roundabouts as they would improve operations and queuing per the analysis. WSDOT and the County will coordinate to ensure any changes to the intersection designs are validated through the WSDOT Intersection Control Evaluation process. As land use in the area continues to change with new construction along the corridor, the County and WSDOT will work to outline appropriate mitigation measures for the developments that could support construction of the intersection controls. •Coordination with Kitsap Transit may be required for relocation of bus stops
5	NE Fairgrounds Road	•Replace signal at NE Fairgrounds Road/NE John Carlson Rd with a 2-lane roundabout including pedestrian crossings at all four quadrants	1	1	1	4	12	B	Corridor Safety Corridor Reliability	Kitsap County	•Roundabouts reduce crash severity, improve pedestrian safety, and provide a sustainable solution for traffic control	•Impacts to right-of-way •Modification to access •Public education required •Cost •Moderate traffic interruption during construction •Additional mitigation may be required to address environmental impacts not evaluated in this study	•Kitsap County prefers to move forward with the roundabouts as they would improve operations and queuing per the analysis. WSDOT and the County will coordinate to ensure any changes to the intersection designs are validated through the WSDOT Intersection Control Evaluation process. As land use in the area continues to change with new construction along the corridor, the County and WSDOT will work to outline appropriate mitigation measures for the developments that could support construction of the intersection controls.
OC	Off corridor	•Construct a tunnel under SR 303 for an active transportation undercrossing, connecting Olympic College to east side of SR 303	1	1	1	4	12	C	Ped/Bike Connectivity	City of Bremerton Olympic College	•Tunnel improves east-west connectivity from SR 303 to the City planned active transportation network	•Cost •Tunnel maintenance •Impacts to right-of-way east of Park Avenue •Additional mitigation may be required to address environmental impacts not evaluated in this study	•Olympic College construction in the area may expedite the need to construct the tunnel for active transportation mobility and safety. •The tunnel should connect to the sidewalk and bicycle facilities on the east side of SR 303 •Appropriate lighting will be provided for active transportation facilities
OC	Off corridor	•Active transportation facilities on 18th Street through Olympic College to Broadway Avenue	1	2	1	5	12	C	Ped/Bike Connectivity	City of Bremerton Olympic College	•Active transportation facilities on 18th Street would improve pedestrian/bicycle access to Broadway Avenue where lower-grade connections to the City planned active transportation network are available	•Impacts to Olympic College •Impacts to properties on Broadway Avenue	•Active transportation facilities on 18th Street are dependent on coordination between Olympic College and the City to determine routing •Appropriate lighting will be provided for active transportation facilities